

TECHNICAL REPORT



Transportation Performance Management Report



May 2020



Prepared by:



Table of Contents

1	Performance Management	1
2	Future MPO Actions.....	9
2.1	Safety Performance	9
2.2	Bridge/Pavement Performance.....	9
2.3	System Performance.....	10
2.4	Transit Asset Management Performance.....	10
2.5	Transit Safety.....	11

1 Performance Management

The 2045 Metropolitan Transportation Plan (MTP) follows the principles of performance-based planning and programming and related federal regulations laid out in MAP-21 and the FAST Act. These performance-based regulations require all Metropolitan Planning Organizations (MPOs) to track specific transportation performance measures related to national goals and to set targets for these measures.

The scorecard on the following pages displays the MPO's baseline performance, with comparisons to the State of Louisiana's baseline performance and targets. The Houma-Thibodaux Metropolitan Planning Organization (HTMPO) has chosen to support the state targets set by the Louisiana Department of Transportation and Development (LADOTD).

This report also discusses future actions that the MPO can take to improve regional performance and further support state targets.

This report only addresses specific performance measures required by federal transportation performance management regulations. A more complete assessment of current transportation conditions can be found in *Technical Report #2: Existing Conditions Analysis*.

HOUMA-THIBODAUX MPO

Transportation Performance Management Scorecard

Legend ▶



Target



Good



Needs Improvement



Poor

Safety Performance Measures (PM1)

Measure	LADOTD Calendar Year 2020 Target	5-Year MPO Average	2014-2018 Trends/Results	Score	Analysis
Number of Fatalities	743.0	42.8	<p>2014: 52.0 (MPO), 740.0 (LA) 2015: 38.0 (MPO), 752.0 (LA) 2016: 47.0 (MPO), 757.0 (LA) 2017: 51.0 (MPO), 771.0 (LA) 2018: 26.0 (MPO), 771.0 (LA)</p>	Good	The number of fatalities within the MPA has been steady from 2014 to 2018.
Rate of Fatalities (per 100 million Vehicle Miles Traveled)	1.518	2.306	<p>2014: 2.901 (MPO), 1.530 (LA) 2015: 2.080 (MPO), 1.560 (LA) 2016: 2.523 (MPO), 1.550 (LA) 2017: 2.685 (MPO), 1.570 (LA) 2018: 1.342 (MPO), 1.520 (LA)</p>	Poor	The rate of fatalities within the MPA exceeded the state target from 2014 to 2017. However, the rate of fatalities decreased by half from 2017 to 2018.
Number of Serious Injuries	1,319.0	26.0	<p>2014: 33.0 (MPO), 1,346.0 (LA) 2015: 24.0 (MPO), 1,396.0 (LA) 2016: 24.0 (MPO), 1,398.0 (LA) 2017: 22.0 (MPO), 1,327.0 (LA) 2018: 27.0 (MPO), 1,263.0 (LA)</p>	Good	The number of serious injuries within the MPA has been steady from 2014 to 2018.
Rate of Serious Injuries (per 100 million Vehicle Miles Traveled)	2.696	1.399	<p>2014: 1.841 (MPO), 2.800 (LA) 2015: 1.313 (MPO), 2.900 (LA) 2016: 1.288 (MPO), 2.860 (LA) 2017: 1.158 (MPO), 2.690 (LA) 2018: 1.394 (MPO), 2.520 (LA)</p>	Good	The rate of serious injuries within the MPA has been below the state target from 2014 to 2018.
Number of Non-motorized fatalities and serious injuries	345.0	11.0	<p>2014: 14.0 (MPO), 304.0 (LA) 2015: 10.0 (MPO), 341.0 (LA) 2016: 10.0 (MPO), 351.0 (LA) 2017: 11.0 (MPO), 345.0 (LA) 2018: 10.0 (MPO), 417.0 (LA)</p>	Good	The number of non-motorized fatalities and serious injuries within the MPA has been steady from 2014 to 2018.

Source: Fatality Analysis Reporting System (FARS); Louisiana Department of Transportation and Development (LADOTD)

Bridge/Pavement Performance Measures (PM2)¹

Measure	LADOTD 2-Year Target 2020	LADOTD 4-Year Target 2022	2018 Trends/Results	Score	Analysis
Percent of Pavements of the Non-Interstate NHS in Good Condition	> 16.0%	> 14.0%	<p>MPO: 22.0% LA: 43.2% 2-Year Target: 14.0% 4-Year Target: 16.0%</p>	☹️	The percent of pavements of the Non-Interstate NHS in good condition within the MPA and statewide meets LADOTD's target. However, the MPO baseline is just above the State targets and is considerably lower than the State baseline.
Percent of Pavements of the Non-Interstate NHS in Poor Condition	< 10.0%	< 12.0%	<p>MPO: 3.9% LA: 19.9% 2-Year Target: 10.0% 4-Year Target: 12.0%</p>	😊	The percent of pavements of the Non-Interstate NHS in poor condition within the MPA meets LADOTD's target.
Percent of NHS bridges in Good condition by deck area	> 35.0%	> 44.0%	<p>MPO: 45.1% LA: 44.8% 2-Year Target: 35.0% 4-Year Target: 30.0%</p>	😊	The percent of NHS bridges in good condition by deck area statewide and within the MPA meets LADOTD's target.
Percent of NHS bridges in Poor condition by deck area	< 9.9%	< 9.9%	<p>MPO: 1.3% LA: 6.7% 2-Year and 4-Year Targets: 9.9%</p>	😊	The percent of NHS bridges in good condition by deck area statewide and within the MPA meets LADOTD's target.
System Performance Measures (PM3)²					
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A*	> 89.0%	<p>MPO: 95.4% LA: N/A* 4-Year Target: 89.0%</p>	😊	The reliability of the Non-Interstate NHS within the MPA meets LADOTD's target based on the percentage of person-miles traveled.







Source: ¹ LADOTD; National Bridge Inventory (NBI)

² National Performance Management Research Data Set (NPMRDS)




Note: * The FAST Act states that for the first performance period only, the state baseline condition and 2-year targets are not required for the Pavements on the Non-Interstate NHS measures.

Transit Asset Management 2018 Performance and Target

Rolling Stock

Measure	Asset Category	2020 Target**	2018 Trends/Results	Score	Analysis
Percentage of revenue vehicles exceeding their Useful Life Benchmark (ULB)	Buses 	0%			The percentage of all vehicles exceeding the useful life benchmark exceeds the targets.
	Cutaway Buses 	0%			
	Mini Van 	0%			
	Van 	0%			

Equipment








Measure	Asset Category	2020 Target	2018 Trends/Results	Score	Analysis
Percentage of non-revenue service vehicles exceeding their ULB	Trucks 	10%			The percentage of service vehicles exceeding the useful life benchmark exceeds the target.

Source: National Transit Database (NTD) records for Good Earth Transit (GET), Assumption Parish Council on Aging, Inc. (Assumption COA), Lafourche Council on Aging, Inc. (Lafourche COA), and Terrebonne Council on Aging, Inc. (Terrebonne COA).

Note: ** GET does not own any Mini Vans or Vans, and thus does not have any targets for these vehicle types. However, the Assumption, Lafourche, and Terrebonne Councils on Aging (COA) do own these vehicle types, but the COAs do not have their own targets for these vehicle types. Therefore, the targets for Mini Vans and Vans are assumed to be the same as the targets for Buses and Cutaway Buses.

Transit Asset Management 2018 Performance and Target

Facilities

Measure	Asset Category	2020 Target***	2018 Trends/Results	Score	Analysis
Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale	Bus Transfer Center 	0%			The percentage of the facilities exceeding the useful life benchmark does not exceed the targets.
	Administrative/Maintenance Facility 	0%			
	Maintenance Facility/Depot 	0%			

Infrastructure

Measure	Asset Category	2020 Target	2018 Trends/Results	Score	Analysis
Not Applicable in the Houma-Thibodaux Metropolitan Planning Area					

Source: NTD records for GET, Assumption COA, Lafourche COA, Inc., and Terrebonne COA

Note: *** GET does not own any Maintenance Facilities/Depots. However, the Terrebonne COA does own this facility type, but it does not have their own targets for this facility type. Therefore, the target for the Maintenance Facility/Depot is assumed to be the same as the target for the Bus Transfer Center and Administrative/Maintenance Facility.

Transit Safety

Measure	Mode	Target	5-Year MPO Average	2014-2018 Trends/Results****	Score	Analysis
Number of Fatalities by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	Safety plans and targets are still under development by transit providers and MPOs.
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	
Rate of Fatalities per 100,000 Total Vehicle Revenue Miles by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	
Number of Injuries by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	

Source: NTD

Note: **** The detailed data by each mode is not yet available for all transit providers in NTD. A summary of all modes is available, but the PTASP regulations require the data to be broken out by mode.

Transit Safety

Measure	Mode	Target	5-Year MPO Average	2014-2018 Trends/Results****	Score	Analysis
Rate of Injuries per 100,000 Total Vehicle Revenue Miles by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	Safety plans and targets are still under development by transit providers and MPOs.
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	
Number of Safety Events by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	
Rate of Safety Events per 100,000 Total Vehicle Revenue Miles by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	

Source: NTD

Note: **** The detailed data by each mode is not yet available for all transit providers in NTD. A summary of all modes is available, but the PTASP regulations require the data to be broken out by mode.

Transit Safety

Measure	Mode	Target	5-Year MPO Average	2014-2018 Trends/Results****	Score	Analysis
Mean Distance Between Major Mechanical Failures by mode	Fixed Route Bus	TBD	TBD	TBD	TBD	Safety plans and targets are still under development by transit providers and MPOs.
	Non-Fixed Route Bus	TBD	TBD	TBD	TBD	

Source: NTD

Note: **** The detailed data by each mode is not yet available for all transit providers in NTD. A summary of all modes is available, but the PTASP regulations require the data to be broken out by mode.

2 Future MPO Actions

2.1 Safety Performance

The MPO meets all established safety performance targets with the exception of the “Rate of Fatalities” measure. However, it is not uncommon for urban areas, which have higher traffic volumes and an increased rate of crashes, to experience this. To support the state targets and help improve statewide performance, the MPO must reduce fatalities and serious injuries on its roadways. Efforts the MPO may undertake to reduce these crashes and reduce fatality and serious injury rates include:

- Keeping roadways and bridges maintained and as congestion-free as possible.
- Working with state and local officials, as well as other safety stakeholders, to reduce fatalities and serious injuries on roadways.
- Coordinating with LADOTD to develop the state’s Highway Safety Improvement Program (HSIP).
- Ensuring that transportation projects and safety improvements are coordinated with the state’s Strategic Highway Safety Plan (SHSP).
- Identifying safety programs that may be implemented.
- Considering how projects placed in the Transportation Improvement Program will impact safety.

2.2 Bridge/Pavement Performance

The MPO meets the state targets for pavement condition on the reported non-interstate National Highway System (NHS) segments. However, it should be noted that the percent of pavements on the non-interstate NHS segments in good condition in the MPA is just above the state target and is also considerably lower than the statewide performance. To continue supporting the state target, and improve the pavement performance, the MPO should:

- Prioritize timely repairs and pavement resurfacing on routes with deteriorating pavement conditions when they arise.
- Work with state and local stakeholders to identify and repair pavement cracking, rutting, potholes, etc.
- Reduce or eliminate heavy vehicle traffic on the affected roadways by establishing designated truck routes on roadway with better pavement conditions.

Future MPO Actions

- Use the local Intelligent Transportation Systems (ITS) infrastructure to monitor roadway conditions and redirect drivers to less congested routes.
- Employ Travel Demand Management (TDM) strategies.

The MPO meets the state targets for bridge conditions. For the MPO to continue meeting the state target as well as support and improve the state's performance, it will need to place emphasis on repairing bridges that are not in Good condition. The MPA bridges that are not in Good condition should be prioritized through the plan's operation and maintenance budget. This will also increase safety and system performance and avoid costlier repairs in the future.

Where possible, the MPO, in coordination with LADOTD, should apply for applicable federal grants to aid with obtaining funds for bridge pairs and maintenance. While there is no guarantee of receiving federal funds, the grants would allow the MPO to expedite repairs and increase the number of bridges to be repaired to Good condition.

2.3 System Performance

Roadway reliability on the non-Interstate NHS routes within the MPA meets the state target. For the MPO to continue meeting the target, it needs to maintain and improve the non-Interstate NHS route performance.

The actions the MPO may take to increase the non-Interstate NHS reliability are:

- Working with law enforcement to remove crashes from travel lanes, reducing congestion.
- Using ITS to advise motorists of roadway conditions and redirect drivers to less congested routes.
- Implement signal coordination projects to reduce congestion.
- Schedule roadway work at off-peak times.
- Employ Travel Demand Management strategies.

There are no Interstates in the MPA. Therefore, the Truck Travel Time Reliability (TTTR) measure is not reported for the MPA.

2.4 Transit Asset Management Performance

The overall age of transit vehicles operated by Good Earth Transit (GET), and the Assumption, Lafourche, and Terrebonne Councils on Aging (COA), the public transit providers in the MPA, exceed the ULB targets.

Future MPO Actions

The service vehicles maintained by GET and the COAs exceed the ULB targets. To improve its rolling stock and equipment performance targets, GET will need to upgrade its fleet by incorporating newer vehicles and phasing out older vehicles.

Also, all facilities that are maintained by GET and the Terrebonne COA rate above a 3.0 on the Transit Economic Requirements Model (TERM) scale. To maintain this performance, GET and the Terrebonne COA will need to continue maintaining their facilities.

2.5 Transit Safety

The Federal Transit Administration (FTA) has added new safety requirements for transit providers in order to satisfy the new Public Transportation Agency Safety Plans (PTASP) rule. The new PTASP rule requires that qualifying transit agencies develop:

- An agency safety plan (ASP), including performance targets
- A safety management system (SMS)
- Documentation related to the ASP and SMS as well as the results of the SMS processes and activities.

The FTA states that:

"The PTASP rule requires transit providers to have their certified agency safety plans in place, which includes the first set of required safety performance targets and share these targets with the MPO no later than July 20, 2020. The MPOs then have 180 days from receipt of the agency performance targets to prepare their initial public transportation safety performance targets."

The FTA also states:

"Each transit provider is required to review its agency safety plan, annually and update the plan, including the safety performance targets, as necessary.

The MPO is not required to set new transit safety targets each year but can choose to revisit the MPO's safety targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP). The first MPO MTP update or amendment to be approved on or after July 20, 2021, must include the adopted transit safety targets for the region."

Future MPO Actions

The 2045 Metropolitan Transportation Plan is not required to contain PTSAP related performance measure targets, but the performance metrics that will be tracked in the future are shown in the scorecards above so that GET and the MPO may plan accordingly.